Distr.
LIMITED

ECA/MULPOC/Lusaka/VII/4(c)
27 December 1983

Original: ENGLISH

UNITED NATIONS ECONOMIC COMMISSION
FOR AFRICA

Multinational Programming and
Operational Centre
(ECA/MULPOC) for Eastern and
Southern African States

Seventh Meeting of the Committee
of Officials

5 - 9 March 1984

Addis Ababa, Ethiopia

LC/NAIR 83

REPORT OF ECA ACTIVITIES IN THE FIELD OF ROADS AND ROAD TRANSPORT

REPORT ON ECA ACTIVITIES IN THE FIELD OF ROADS AND ROAD TRANSPORT

Table of Contents

		Para.	Page
I.	BACKGROUND	1	1
II.	HIGHWAY PLANNING	2-7	1
	A. General		
	B. Trans-East African Highway		
	C. African Highway Master Plan		
III.	ROAD MAINTENANCE	8-16	2
	A. General		
	B. Third African Highway Maintenance Conference		
	C. ECA Handbook on Highway Maintenance in Africa		
	D. Joint ECA/World Bank Road Maintenance Seminar		
IV.	HIGHWAY SAFETY	16-24	4
	A. General		
	B. African Highway Code		
	C. ECA/Nordic Countries Road Safety Congress		
V.	NON-PHYSICAL BARRIERS	25-31	5
	A. General		
	B. TEAHA Inter-State Facilitation Commission		
	C. TWAHN Inter-State Facilitation Commission		

REPORT ON ECA ACTIVITIES IN THE FIELD OF ROADS AND ROAD TRANSPORT

I. BACKGROUND

1. The United Nations Economic Commission for Africa promotes the development of roads and road transport in the region, with special emphasis placed on the development of international highway planning and implementation, improved road maintenance performance, institution of highway safety programmes at the national and regional levels, and the removal of non-physical barriers of legal and administrative nature that adversely affect international travel and trade by road.

II. HIGHWAY PLANNING

A. General

2. Highway planning is a basic activity of any African highway agency. However, planning by Governments in the last two/three decades has been confined to the improvement and development of national networks; with little, if any, attention paid to inter-State connection. At the initiative of the Economic Commission for Africa, a number of major Trans-African Highways have been launched and are under various stages of development. Of these continental highways, the most important highway to the member States of the Lusaka-based MULPOC is the Cairo-Gaborone Trans-East African Highway.

3. The ultimate objective of developing the various subregional Trans-African Highways is to provide, jointly, a coherent highway network to serve Africa as a whole. Towards that end therefore a study of the African Highway Master Plan is being launched.

B. Trans-East African Highway (TEAH)

4. The first inter-governmental meeting of member States of the Cairo-Gaborone Trans-East African Highway was convened in Addis Ababa in June 1976, and representatives of Egypt, the Sudan, Ethiopia, Kenya, the United Republic of Tanzania and Zambia decided to set up a steering committee to monitor the co-ordinated and accelerated development of the Trans-East African Highway system; and the removal of all physical and non-physical barriers to travel and trade in that part of Africa. Then followed a second meeting in Khartoum in 1978, and a third meeting in 1980 in Addis Ababa, which together paved the way for the establishment of the Trans-East African Highway Authority (TEAHA) in 1981. The TEAH Authority then met in Cairo, Egypt in March 1983 and decided to establish an inter-State Commission to look into non-physical barriers that hinder smooth travel and trade in East Africa, and instructed ECA to prepare the necessary working document for its establishment.

5. ECA, therefore, prepared and presented the documents to an extraordinary meeting of the Governing Council of Ministers of TEAHA at Cairo at the end of October 1983, at which two important decisions were made: the first, and indeed a milestone event, was the establishment of the Inter-State Facilitation Commission of TEAHA, which would promote the facilitation of travel and trade in the region. The TEAHA Council also decided to revive and utilize the Trans-African Highways Bureau as its secretariat, in lieu of a separate full-fledged bureaucracy of its own.

6. In a related development, the Economic Commission for Africa is in serious negotiation with a bilateral donor to fund the prefeasibility study of the highway from Cairo to Gaborone; which, when finalized, would provide a plan for the co-ordinated and accelerated development of the whole highway from Cairo to Gaborone, to an all-weather standard.

C. The African Highway Master Plan

7. In order to provide the African continent with a co-ordinated and integrated continental highway network plan, ECA has prepared the terms of reference for an African Highway Master Plan Study and is currently in serious negotiation with a bilateral donor to provide financial and technical assistance for the study. The Master Plan would take two years to complete; and would predict the growth of transport demand, assess the relative economies of roads versus other modes such as railways and inland water transport, and make proposals for a continental highway network to be constructed or improved to a sound investment programme. The Master Plan will of course co-ordinate and harmonize the road planning processes at the national and subregional levels and reconcile subregional divergencies into a unified and integrated regional network.

III. ROAD MAINTENANCE

A. General

8. The topic of road maintenance is one of the most important issues facing African Governments today, because maintenance performance has been grossly deficient throughout the region, and postponed maintenance work is entailing expensive reconstruction and rehabilitation. The maintenance problem has reached such a critical stage that international financing agencies are obliged to redirect their funding policies towards maintenance rather than new construction.

9. To improve the awareness of Governments of their maintenance responsibilities, and strengthen their maintenance capabilities, ECA, in collaboration with co-operating agencies and industrialized nations, has organized conferences and seminars and is publishing documents on proper road maintenance.

24. The Congress, the first of its kind in Africa, would deal with all aspects of traffic accidents, as shown in the proposed programme (annex II).

V. NON-PHYSICAL BARRIERS

A. General

25. Travel on the Trans-African Highway continues to be hampered not only by lack of adequate all-weather roads, but also by barriers of administrative and legal nature. To improve international travel in Africa, and relax stringent customs, rules and procedures applied to the traffic of passengers and goods, the Economic Commission for Africa conducted a study in 1974 along the Lagos-Mombasa Highway. The objective was to determine the extent of those constraints and to formulate remedial measures. The findings of that study are currently being applied to the other subregions. Inter-governmental Facilitation Commissions are being established to follow up implementation of measures designed to eliminate those non-physical obstacles or reduce their effects to a minimum.

B. TEAHA Inter-State Facilitation Commission

26. The Governing Council of the Cairo-Gaborone Trans-African Highway Authority (TEAHA), during an extraordinary meeting in Cairo in October 1983, approved the establishment of its Inter-State Facilitation Commission (IFC).

27. The immediate objective of the IFC of TEAHA is to identify on the spot the administrative and legal barriers that adversely affect travel and trade on TEAHA system, and to formulate measures for their removal or reduction, so as to ensure freedom of access and transit on the network.

28. ECA also prepared all the documents that led to the establishment of subsidiary bodies of the IFC, the three Working Groups for (a) customs, (b) immigration and (c) traffic regulations; with the Sudan, Kenya and Ethiopia, respectively, acting as Chairmen of the three Working Groups.

C. TWAHN Facilitation Commission

29. ECA has prepared the working document for the establishment of the Inter-State Facilitation Commission for the Trans-West African Highway Network (TWAHN), in response to the specific request of member Governments.

30. Like the TEAHA's Facilitation Commission, the TWAHN Facilitation Commission, when established, would identify major constraints that hinder international travel in West Africa, and design measures for their systematic removal.

31. In the spirit of self reliance, member countries would be expected to second qualified personnel to man the Inter-State Facilitation Commissions and their respective Working Groups; however the Trans-African Highways Bureau in ECA would provide any assistance and back stopping required.

B. The third African Highway Maintenance Conference

10. In September 1981 ECA organized the third African Highway Maintenance Conference, in co-operation with the Governments of the United Kingdom, France, the Federal Republic of Germany and the World Bank. High-powered delegations from the sponsoring Governments and the World Bank exchanged opinions and experiences with African highway officials and engineers, on maintenance management and financing; equipment and labour-intensive maintenance; and materials and training requirements. The Conference expressed concern that financial constraints, organizational problems, and equipment and spare parts shortages are primarily responsible for the deteriorating state of maintenance of African highways, and appealed to African Governments and financial institutions to work to improve the situations.

C. ECA Handbook on Road Maintenance

11. Following the resolution at the second Highway Maintenance Conference in 1976, ECA, in collaboration with the Governments of the United Kingdom, France and the Federal Republic of Germany, produced an outline of a maintenance handbook and distributed it throughout Africa for comment. Comments received were used in the final publication.

12. The handbook consists of three volumes dealing, respectively with drainage maintenance, gravel road maintenance and paved road maintenance. The handbook is being distributed to both English- and French-speaking highway agencies throughout the region.

13. In a related development, and as offshoots of the handbook, trainer manuals and other documents are being considered for production in the immediate future.

D. Joint ECA/World Bank Highway Maintenance Seminars

14. The first joint ECA/World Bank Seminar on Road Maintenance for East and Southern Africa was held at Addis Ababa from 31 May to 4 June 1982. It was attended by representatives from Botswana, Ethiopia, Kenya, Malawi, the Sudan, Swaziland, Uganda, the United Republic of Tanzania, Zambia and Zimbabwe.

15. The seminar emphasized the economic benefits of road maintenance and the savings that would accrue to road users in the form of reduced vehicle operating costs which were larger than the benefits from prolonging the life of the roads and reducing the future costs of strengthening and rehabilitation.

16. The second ECA/World Bank seminar is scheduled to be convened at Abidjan, the Ivory Coast in October 1984 (for West and Central African countries), in co-operation with the African Development Bank and the Governments of Canada (CIDA) France and the Ivory Coast.

IV. HIGHWAY SAFETY

A. General

17. African countries have, in the last two decades, expended a considerable amount of their scare resources to build, expand and modernize their national networks, in the universal and most fitting belief that an efficient transport infrastructure is an indispensable component of the overall development effort.

18. As roads are built and are modernized, the number of kilometres and vehicles increase, and speeds increase. This leads to the undesirable side effect: increasing number of deaths, injuries and property damage resulting from road accidents. The problem is aggravated by immoderate use of alcohol, which impairs driving ability, and the victims of drinking and driving crashes are invariably innocent by standers.

19. Industrialized nations have succeeded to arrest and reverse the ever-rising rate of road accidents, by constantly improving road design; establishing and practicing highway safety programmes; and by research and application of new methods of reducing accidents.

20. To increase African awareness of the hazards of road accidents, ECA is producing appropriate safety documents and is organizing a congress that would provide the forum for exchanges of international and African experiences.

B. The African Highway Code

21. One of the safety documents being produced by the Economic Commission for Africa, in collaboration with the United Kingdom Transport and Road Research Laboratory is an African Highway Code. As indicated in the annexed "outline", the African Highway Code would be a safety manual for road vehicle operators, law enforcement agencies, education and health authorities, highway research experts and the travelling public in general. It puts special emphasis on children in traffic, the alcohol problem, the management of accident situations; and the need to formulate and implement road safety programmes by African Governments, if the carnage on African roads and streets is to be checked.

22. The African Highway Code would be widely distributed throughout Africa to obtain local views which could be incorporated in subsequent editions.

C. ECA/Nordic Countries Safety Congress

23. ECA, in collaboration with the Nordic States, is organizing the first Road Safety Congress in Africa at Nairobi in August 1984, with the co-operation of the Government of Kenya. The World Bank and the United Kingdom Transport and Road Research Laboratory would participate and make invaluable contributions; and the World Health Organization and the Prevention Routiere Internationale (PRI) would be invited to participate and contribute.

The African Highway Code
(Outline)

I. The Pedestrian

The pedestrian, especially the child pedestrian is by far the most vulnerable victim of fatal traffic accidents. This section therefore contains advice to the pedestrian to be always on the lookout when on the highway, whether he is walking along, crossing or standing on the roadway; and always to expect the unexpected:

Topics for consideration

1.1 Safe walking along the highway, alone, with children, with animals and cattle.

1.2 Precautions during highway crossing, use of pedestrian tunnels or overhead pedestrian flyovers.

1.3 Traffic signs and markings, use of pedestrian-actuated signals, buttons.

1.4 Safeguards during marching on the highway.

1.5 Part-time pedestrians: precautions during walking to and from vehicles parked on the highway.

1.6 Lookouts for special traffic: fire trucks, ambulances, speeding police patrol cars, military convoys, floats, etc.

1.7 Precautions against traffic at night or during inclement weather.

II. The Vehicle

The Vehicle, its road worthiness and its periodic inspection and maintenance are all considered very important factors in the safe driving effort. Occupant protection devices need to be installed and utilized. Mechanical conditions, fuel system integrity, tyre quality, light and breaks all need to meet established standards if they are not to contribute to the worsening traffic problems:

Topics for consideration

2.1 Vehicle inspection (new, annual), road worthiness.

2.2 Periodic maintenance requirements; lights, breaks, tyres, directional signals.

2.3 Breakdown on the highway, essential tools, towing.

2.4 Proper marking, use of flags, chevrons, on vehicles.

2.5 Belts and buckles.

III. The Driver

As long as vehicles travel on the highway under the control of individual operators, the abilities and limitations of drivers need to be taken into account, if the incidence and severity of accidents are to be reduced. Proper handling of vehicles on the highway with the thought in mind that a fraction of a second would be quite sufficient to bring about catastrophy and calamity if the driver is not in full and complete control of his senses and the machine at all times, is an extremely important factor in the safe driving campaign. Error of judgement, lack of proper concentration, incorrect manouvers all contribute to road accidents.

Topics for consideration

3.1 Skill development for safe driving.

3.2 Defensive driving, highway courtesy.

3.3 Observation of pedestrian priority.

3.4 Proper starting, disciplined driving, cautious overtaking, care in stopping on the highway and on parking.

3.5 Safe driving at night, and during adverse weather conditions.

3.6 The dangerous LEFT TURN (and for countries driving on the left side of the road, the dangerous "Right" turn).

3.7 Yielding to ambulances, fire trucks, convoys, etc.

3.8 Precautions against inflammable or other dangerous cargo carrying vehicles, care at railroad crossings, etc.

IV. General

Topics

4.1 Signs and markings.

4.2 Emergency services, accident management.

4.3 Accident reporting systems.

4.4 Accident locations and servaillance.

4.5 Safety programme indications.

4.6 Indicative rules and regulations governing drinking and driving.

4.7 Epidemiology of roads accidents.

4.8 Technological innovations, the advent of the mico-computer revolution relevant to accident information systems.

4.9 Motorcycle safety.

4.10 Control of animals

Annex II

Joint ECA/Nordic Countries Road Safety
Congress in Africa

PROGRAMME OUTLINE

DAY ONE	(AM)	1. REGISTRATION OF PARTICIPANTS.
		2. OPENING FORMALITIES.
		3. GENERAL: Road safety problems in Africa, and the safety programme impact in industrialized countries.
(1)	(PM)	4. PEDESTRIAN SAFETY: Protections and restraints, pedestrian aids and guides, child safety education.
		5. THE VEHICLE: Road worthiness, inspection and licensing, maintenance standards, occupant protection devices, hazardous vehicle conditions.
DAY TWO	(AM)	6. THE DRIVER: Licensing evaluation and re-examination, drinking and driving, hazardous drivers, defensive driving and highway courtesy
		7. THE HIGHWAY: Design policies, standards, guides, practices; highway lighting; sight distance, horizontal and vertical curvature and other geometrics; signs, signals markings and surface treatment; correcting safety deficiencies, debris and hazards.
(2)	(PM)	8. MASS MEDIA FOR SAFETY: Public awareness development via radio, TV and newspapers; safety education and propaganda pamphlets, posters, bilboards, other audio-visual safety aids.
		9. ENFORCEMENT: Role of traffic police, highway patrols, accident management and investigation, first aid, traffic courts.
DAY THREE	(AM)	10. EPIDEMIOLOGY OF ROAD ACCIDENTS: Medical examination and screening of drivers; role of public health authorities; minimum age of drivers; impairment by alcohol, drugs, epidemiology research
		11. MISCELLANEOUS (a) Safety campaign support from insurance agencies; vehicle, tire and parts distribution representatives; oil companies; (b) Accident record systems
(3)	(PM)	12. CONCLUSIONS AND RECOMMENDATIONS
		13. CLOSURE